MANNING PARK MEMORIES

REFLECTIONS OF THE PAST

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BC Parks wishes to acknowledge the many different people who contributed to this publication. The authors were generous with their written words, their time and patience: Helen Akrigg, E.C. Manning's daughter, has done extensive research about her father as B.C.'s Chief Forester from 1939-1941. From this material and her own memories, she was most enthusiastic about writing an article to summarize his interesting story. Her enthusiasm was contagious and, with her encouragement the project became a more ambitious one. Other sources were then explored, to find authors to write about different aspects of Manning Park's history. Robert Mierendorf is an archaeologist with North Cascades National Park in Washington. From the research he is conducting in the Skagit River valley he was able to provide the most comprehensive information available about the prehistory and early native use of the Manning Park vicinity. Bob Harris is a local expert on historical trails in Southwestern B.C. His precision and accuracy is apparent in both his text and the maps he produced. Louise Shaw, Curator for the Chilliwack Museum & Archives, and daughter of former BC Parks planner Donald Shaw, took on the task of interviewing four men who were prominent figures in Manning Park's early history. Even more challenging was summarizing their interesting stories into a brief article. Ches Lyons was the planner of the day when initial plans were being made for Manning Park's future development. He provides a very refreshing account of his effort. Yorke Edwards was the first naturalist in Manning Park. He relates some of the humour which went along with establishing an interpretive program which grew into one of the highlight features of provincial parks. Finally, Gail Ross, currently the Visitor Programs Officer of BC Parks' Northern Region, gives some insight into the experiences of the many people who worked and lived at Manning Park over the years.

A gracious thanks also goes to the four men who were interviewed by Louise Shaw. Davey Davidson, Joe Hilton, Tom Moore and Charles Velay gave freely of their thoughts and memories of Manning Park's early days.

Cover photo by Bill Reith, supplied by Yorke Edwards. Other photographs were provided from the collection of Helen Manning Akrigg, Ches Lyons, Davey Davidson, the Ministry of Lands and Parks, and the Provincial Archives.

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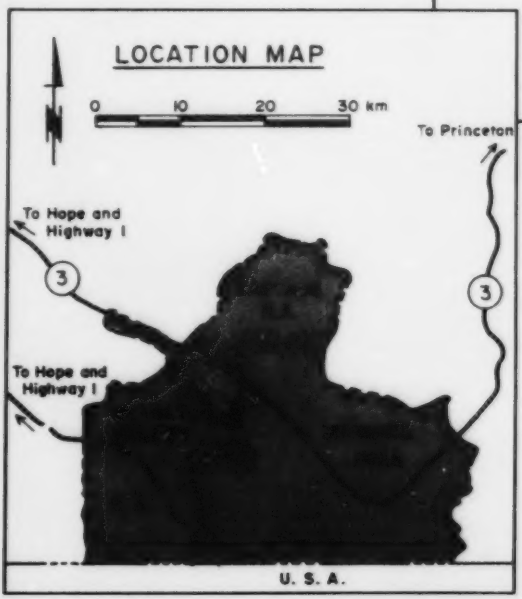
Victoria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PREFACE

Manning Provincial Park was created in 1941 to preserve and protect an area of outstanding natural beauty in the Cascade Mountains of British Columbia. It was named in memory of Ernest C. Manning, Chief Forester of British Columbia, who met an untimely death while in the service of his country and province. Since its inception, the park has been a favourite destination of British Columbians and visitors.

Manning Park provides tremendous variety, from the brilliant bloom of sub-alpine flowers to the abundant wildlife throughout the park. The Lightning Lakes chain is easily accessible, while the backcountry offers vast opportunities for adventure. When the snow falls it becomes a winter wonderland.

This book commemorates the 50th Anniversary of the establishment of Manning Park. It is not meant to be a definitive history, rather it is a collection of stories written by a diverse group of authors. It covers a span of time from the area's prehistory and early Native Indian activities to its development as a park. The book combines research of its rich historic past, the fond memories of former staff and a humanistic biography of the special person for whom the park is named.

It is not a complete account of all the significant events of the park's history. It may be coloured with the inconsistencies of human memory. But it is a heart felt tribute to a park that is a cornerstone of British Columbia's natural and cultural heritage.

Vicki Haberl
BC Parks
June 1991

Ernest C. Manning
1890 - 1941

"One of British Columbia's great public servants died Thursday in the Northern Ontario plane crash. There was no man to whom the people of this province owed a greater debt for self-sacrificing service than to Ernest C. Manning. His job was chief forester for his adopted province. It was indeed his mission in life. He was our ablest exponent of outdoors beauty and outdoors wealth....
The safe establishment and perpetuation of our timber resources was the chief end and ambition of his career. No civil servant in this part of the world ever gave himself more completely to his job, or more intelligently."

Vancouver *Sun*, Feb. 7, 1941, p.6

Ernest C. Manning

by Helen Manning Akrigg

British Columbia's Ernest Callaway Manning (no relation to Alberta's long-time premier, Ernest Charles Manning) was born on a rocky farm at Selwyn, near Peterborough, Ontario, the youngest of three sons. His father, Wellington C. Manning, was of English stock, a humble man content to work on his farm and in a cheese factory. Helen Brown Manning, the mother, came from a sterner Scottish background and had ambition for her three able sons. As only limited schooling was available in the Selwyn area, the mother moved with her young sons to Toronto, where she ran a boarding house to make ends meet. Here the boys attended Jarvis Street Collegiate and worked hard to help the family finances. Two of them graduated from the University of Toronto - Rodger J. Manning, who became a noted Professor of Biochemistry at the University of Saskatchewan, and Ernest, who graduated in 1912 with the degree of Bachelor of Science of Forestry.

The new forester tallying.

Manning's first job was with the Canadian Pacific Railway's Department of Natural Resources. Working out of the Calgary office, he spent much of his time in the East Kootenays where the C.P.R. owned vast tracts of railway grant land. A family photograph album shows the newly-graduated forester in the winter of 1912-13 cruising timber with three other young men in Timber Berth 80 up the Bull River. In the depth of winter they lived out in the bush in old log cabins or even

under canvas, and travelled around on snowshoes. The forest industry in the East Kootenays was extremely busy in these years, and Manning also did a lot of scaling. In 1915, Manning joined the Dominion Forestry Service. Again working out of Calgary, he spent much of his time in British Columbia as a forester in the Railway Belt (extending for 20 miles on either side of the C.P.R.'s mainline and administered until 1930 by the federal government.)

In 1918 Manning joined the British Columbia Forest Service where he rose rapidly. After a short time in Victoria, he went to Prince Rupert as District Forester, returning to Victoria in 1923 to head the Management Office. In 1927 he was appointed Assistant Chief Forester, and moved to the top job as Chief Forester (equivalent to today's Deputy Minister of Forests) upon the death of P.Z. Caverhill in December 1935.

The new Chief Forester knew exactly the direction in which he wanted to move the practice of forestry in British Columbia - towards conservation and a sustained yield basis. Ever since he had first come to this province in 1912, fresh from the University of Toronto, he had been fired with the idea that he would help grow new timber crops to replace the harvested mature ones, "the ideal of every forester". Not many could see any need for this kind of help, for the timber seemed to stretch as far as the eye could see. Later Manning became uneasy as he watched the increasing areas of logged over lands in the province which were not supporting a new crop. In 1922, as District Forester, Manning spoke to the Prince Rupert Rotary Club on "The Depletion of Our Timber Resources and the Remedy" - a new subject for most of his listeners who had always been told that B.C.'s forests were "inexhaustible".

When Manning's promotion to Chief Forester was announced, newspapers noted that "he was a leading advocate of forest conservation and a recognized authority on the subject". This advocacy did not meet with everyone's approval. M.A. Grainger, himself a former Chief Forester, in his letter of congratulations to Manning included the following warning:

> *Among some people there is a sort of uneasiness associated with you (I can mention it now that you are safely appointed) because they say you are too much tinged with 'New Deal' philosophy, which suggests to this sort of people social insecurity and pink and reddish feelings .... Now it is perfectly O.K. and praiseworthy to have progressive views. I have some myself in some lines ... My suggestion is that to make a success of a public position like Chief Forester a person should sedulously avoid and divest himself of unnecessary outward appearances that are in any way calculated to create distrust among the vulgar.*

The new Chief Forester was anxious to introduce conservation measures without delay, but there were many constraints, especially financial. The provincial economy was still badly depressed, and the provincial budget was very small indeed. The Forest Branch staff was overworked, having been cut time and time again. For two successive years the government had even cancelled funds for fire protection. Manning had little hope that the government would agree to any new conservation measures if they involved increased expenditure. He found particularly frustrating the government's policy of paying income from the forest companies directly into its consolidated revenue fund and returning only about 25% to the Forest Service to protect and renew the forests. Of course the timber industry, struggling to keep afloat and long used to a pretty free hand in running its business, could be expected to oppose vigorously any added cost. Manning knew as much, but resolved to work for the cooperation of industry.

It was a daunting situation that he found himself in, one calling for much patience and tact, a wide knowledge of B.C. forestry, marked ability to handle men, and excellent judgment. But Manning was not a person to back away from so difficult a task, for he had already found his mission in life - "the safe establishment and perpetuation of our forest resources". His first priority was to take steps to decrease the losses of mature timber and second growth trees due to forest fires, and especially to enhance natural regeneration. Then, when resources permitted, he wanted to move onto other areas, to promote multiple use of the forests and - while land was still easily available - to set aside and develop attractive areas for recreational use both by British Columbians and by tourists.

In those years it was customary for the Chief Forester to appear once a year before the Forestry Committee of the Legislative Assembly, to give a report on the current state of the province's forests, and to recommend legislative changes. Newsworthy items appeared in the papers. Manning put much effort into these annual reports, which later were described as "a series of remarkable documents, in which the facts of the situation are set forth with clarity, sincerity and courage".

In March 1936 Chief Forester Manning gave his first report to the Forestry Committee, which resulted in newspaper headlines such as "Drastic Changes in B.C. Forests Policy Are Urged", and "Forest Protection Only Hope". Briefly, Manning warned that in the important Coast area annual depletion already exceeded the annual growth, and he urged that three steps be taken:

1. greater efforts to combat forest fires, which were causing terrible damage both to standing timber and to new seedlings on cutover land

2. greater control over the burning of 'slash' (brush and logging debris). This often was left to accumulate for years and, when finally burned, killed young seedlings. He pointed out that legislation was also required for the felling of 'snags' (dead standing trees) which, when ignited by a forest fire, could spread sparks as far as eight miles away
3. greater effort to maximize the opportunity for natural reproduction by leaving sufficient seed trees, and by reducing the destructiveness of certain logging methods which resulted in barren, unseeded areas.

While Manning was receiving growing support from the MLAs he knew that, if he was to make permanent progress, he must also educate public opinion. "There is a lack of knowledge of forestry problems by the British Columbia people and the public must be informed. We must develop speakers in our organization [B.C. Forest Service] and get our message out". He himself led the way, joining a Dale Carnegie group to improve his own public speaking, and writing major articles. Despite a heavy work load, he accepted many public speaking engagements from groups as diverse as Chambers of Commerce, Kiwanis and Rotary Clubs, the Victoria & Island Publicity Bureau, Local Councils of Women, fish and game clubs, even the Boy Scouts and the Victoria naturalist club. The theme of his illustrated lectures was always the same - that B.C.'s most important industry is forestry, that overcutting and destructive fires leave too much land barren and thus threaten the province's future prosperity. And, since over 90% of our forests are Crown forests (i.e. owned by the people of British Columbia), it should be the concern of every citizen to see that they are properly managed.

Manning having achieved a high profile, the newspapers gave extensive coverage to his speeches. Particularly widely reported was his address to the Vancouver Board of Trade in March 1937:

> *I suggest to you business men that our forest resources are the real central bank of British Columbia. They stand as automatic governors to our streams. They act as security for our borrowings. They are a splendid investment for our sinking funds. They will pay dividends in good years and bad years. There will be no failure if proper business principles are used in their management. Keep the assets in a productive state and do not dissipate the capital.*

Despite all Manning's efforts, reforms were slow in coming until after a catastrophic event in the summer of 1938. In May of that year Manning had addressed a meeting of the Duncan Fish & Game Protective Association, which had opposed slash burning as being harmful to game. Manning spoke about past logging in the Cowichan Valley, the large area not yet supporting a second

crop, and why slash must be burned. "We have right now on this island large accumulations of slash that should have been burned and now constitute such a hazard that, with proper weather conditions this summer, might cause a second Merville Fire [a huge forest fire in 1922] in spite of all the efforts of the Forest Service to prevent it."

Within weeks a critical fire season had started, and Manning's worst fears were soon realized. Newspapers carried daily interviews with the Chief Forester about the increasing number of fires; logging operations were shut down and travel in the woods prohibited. The largest fire, the Campbell River Fire which covered over 75,000 acres, started at Menzies Bay and soon roared out of control, burning through some incredible accumulations of slash right down to Courtenay. As a direct result of that terrible fire season, there was a large increase in the appropriations for the Forest Branch.

Although Manning was making some progress in his long-range plan to get the forests on a sustained yield basis, he felt things were not moving fast enough and kept repeating his warnings about overcutting in the important coastal timber area. Opposition continued and, in November 1938, Premier Pattullo said in the Legislature that he "was sick and tired" of the people who say we are not doing enough to ensure the future of our forest wealth, and that the Chief Forester was "trying to increase appropriations by propaganda". But by now public opinion had been aroused and people and newspapers rushed to Manning's support, one paper saying "the propaganda of conservation [is] rather more respectable than the propaganda of party and office".

By now British Columbians were aware of, and very much approved the growing number of parks being created by the Forest Service. A special development gave impetus to Manning's desire to expand the parks system when, in 1935, he set up and administered a new program, the Young Men's Forestry Training Plan. This was designed to take young jobless men off city streets and give them summer employment in forest camps where they would receive room and board, basic pay and practical training while performing work that the Forest Service needed. That first year many men worked at the three forest experimental stations (Cowichan Lake, Green Timbers in Surrey and Aleza Lake east of Prince George). Others were employed in the field wherever they were needed - assisting forest service personnel, improving fire protection by building access roads and trails, stringing miles of telephone wires, etc. The program proved a great success. The young men's health benefited from good meals and regular outdoor physical exercise, and their morale was good since they were working on worthwhile projects. The Forest Service also benefited greatly for, while the cost of these camps was borne by

the Department of Labour, the Forest Service got many needed projects done. The public heartily approved of the program and the Young Men's Forestry Training Plan continued each summer, with growing numbers involved, until World War II made the plan redundant.

The Y.M.F.T.P. proving such an unqualified success, the Department of Labour asked the Forest Service to set up a relief program to look after single homeless men in the winter months. Thus, in 1936, the Forest Development Project came into being. Again, the Department of Labour paid the costs of the camps while the Forest Service administered them. During the first season one crew worked in the new Elk Falls Park, creating so much favourable public comment that hereafter about 50% of the work done by the Forestry Development Project crews was in the recreation field. Manning was ever an enthusiast when it came to parks, and it was under these conditions that many of the smaller well-known parks on the coast came into being, such as Englishman River Falls, Little Qualicum, Stamp Falls, Thetis Lake, John Dean, Cultus Lake, and Capilano Canyon. Larger parks were also set aside in the interior, among them Tweedsmuir Park in 1937 and Wells Gray Park in 1939. Then in 1939 the whole British Columbia parks system was put under the control of the B.C. Forest Service, a move that Manning for years had urged.

By early 1939 there was growing demand from the public for skiing areas in Vancouver's North Shore mountains. Manning inspected the Grouse, Hollyburn and Seymour areas (on foot - he was no skier) and later attended a public rally. He gave the skiing project full support and men from a nearby forestry camp were soon set to work building roads and trails - even before the government had officially announced its intentions. Manning Run on Mt. Seymour was named after the Chief Forester to acknowledge his major contribution to the development of skiing on the North Shore mountains.

In November 1939 Manning gave what proved to be his last report to the Legislature's Forestry Committee. Under the heading "Wasting our Heritage", the Vancouver *Province* reported the warning given by Manning:

> *We are over-cutting in the Coast District. We are turning capital into revenue. We are creating barren lands. Adequate provision has not yet been made for the preservation of our forests as a permanent resource. In a word, we are liquidating our greatest asset and leaving an impoverished heritage to our children .... We must develop our great outdoors, keep our country green with growing forests, develop our parks, promote the sport of skiing, make accessible our beautiful camping places....*

The editorial ended by stating:

> *Mr. Manning's presentation to the committee of the Legislature was a courageous and sensible one. It did not hesitate to criticize the logging industry and the government, where these have failed in their duty. It showed what is wrong. It pointed to the remedy. It should receive the careful attention of the Legislature. More than that, it should be made the basis for action.*

World War II had now started, and attention became focused on producing more and more timber - not on conservation or replanting. Manning himself was soon drafted into war work. In June 1940 he was asked by H.R. MacMillan, then Wartime Timber Controller for Canada, to become his Assistant Timber Controller for British Columbia (while continuing in his post as B.C.'s Chief Forester). Manning moved to Vancouver and became deeply involved in the work. In December 1940, in a letter of thanks, MacMillan wrote: "I wish to take this occasion of expressing my high appreciation in the strongest possible terms of the services you are performing as Assistant Timber Controller for B.C. Your steady devotion to the organization, to the job, and to the administration of the many production and other problems was of greater assistance than you can ever realize."

Manning baking bread.

In late January 1941 Manning went to Ottawa to spend some days conferring with the Timber Controller. In a hurry to return to Victoria to deliver a speech to the annual general meeting of the Canadian Society of Forest Engineers, he decided for the first time to fly across the continent. He did not return to British Columbia, being killed at the age of fifty in the crash of a Trans-Canada Airline plane as it came in for a landing at Armstrong, Ontario.

There followed a great outpouring of tributes to Ernest C. Manning, "the father of British Columbia conservation". A tall, good-looking man, he was described as "possessed of great personal charm", and having the "capacity for dealing kindly and intelligently with men". One writer noted that Manning "had in great measure those qualities that make for outstanding leadership and

accomplishment - character, enthusiasm, courage, steadfastness of purpose, vision and, withal, friendliness."

Roderick Haig-Brown, the well-known writer and conservationist, summed up his accomplishments:

> *E.C. Manning, in five short years as Chief Forester, had won the public confidence in a way that few civil servants can or do. To people whose lot it is to look about them upon the devastated areas behind the highlead machines and wonder what future livelihood these hold for themselves and their children, Manning had given the knowledge that something was being done. He gave the citizens of the province facts and figures that they could understand, he told them the state of their affairs, that it was a bad state and that it could be made better and that he would make it better. Because he was frank and fearless, they trusted him and gave him support.... He was able to secure the passage of fire prevention measures that should in time make a great difference to forest regeneration. He was able to lay some of the foundations of sane forestry policy.... He was able to develop the beginnings of a system of Provincial Parks that may one day be really worthy of the province. And he brought the whole forest service into better repute throughout the province than it had ever known before.... When he saw a right course ahead of him, no consideration of vested interests or the small constraints of politicians was enough to hold him from stating it. In weighing his own recommendations or policy and in enforcing the forest laws, he put the interests of the province and its people always first.*

Suggestions were made that Manning's name be given to a forest reserve, to a timbered park, to a tree nursery, or indeed to Cathedral Grove which he had long wanted as a park. Finally, on June 17, 1941, it was announced by the Hon. Wells Gray, Minister of Lands, (who had supported Manning's work) that the Three Brothers Mountain area between Hope and Princeton was to become the "Ernest C. Manning Park". Thus there was created a splendid memorial to the man who had worked so hard and effectively for the forests and parks of British Columbia.

An Archaeologist's View

by Robert R. Mierendorf

I first saw the North Cascades in the early 1970's, and like many others today, my first impressions were formed as I motored across one of the few highway passes traversing these rugged mountains. That first impression has stuck with me and I remember the feeling of respectful awe at the incredible steepness of mountain sides iced with luxuriant greenery, topped by alpine snowfields and rock walls. I could not have imagined at the time that I would later live in these mountains and explore their ridgelines, sometimes following the same paths traversed for many thousands of years by the ancestors of Indian people.

Through coincidence and good fortune, my career as an archaeologist and my interest in backcountry travelling brought repeated return trips. Over the years, while completing requirements for a professional degree in Anthropology at Washington State University, I worked with other anthropologists on archaeological sites along the flanks of the North Cascades, from the Okanagan Highlands and the Columbia River on the east to Puget Sound and the Skagit River on the west. Using the methods of scientific archaeology in conjunction with the information provided by Native American elders and informants, we began to piece together the story of human use of the North Cascades for the time span before this continent was settled by non-Indians - the more than 11,000 year long time period referred to by archaeologists as "prehistory".

Beginning in 1984 my professional interest became directed toward the rugged interior of the Cascade Range, including the northern tip here in British Columbia. This land is today managed as provincial, state, and national parks and forests in Canada and the United States. It was at this time that I began to work with staff of the U.S. National Park Service, Pacific Northwest Regional Office, to provide a baseline study, documenting current knowledge of the

prehistoric uses of the park. After a thorough review of previous archaeological studies in the North Cascades and adjacent mountains, it became clear that few archaeologists had examined the mountains or thought of them as having been the homeland of Native peoples. Only 20 prehistoric sites had been documented in North Cascades National Park and adjacent areas of British Columbia at the time my study began.

I was hired by the National Park Service in 1986, first as a seasonal and then as a permanent employee, to continue the archaeological studies I had begun. Increasingly, I found evidence of the presence of prehistoric people throughout the mountains, including the higher elevations. In the late 1980s I received two grants from the Skagit Environmental Endowment Commission to determine the significance of a large archaeological site located in the Ross Lake vicinity, just a short distance south of Manning Provincial Park. Subsequently, the City of Seattle, which operates Ross Dam, began archaeological studies in cooperation with the National Park Service in order to inventory and evaluate the importance of prehistoric sites in the Ross Lake project area. These studies are presently on-going, but already have contributed new and exciting information about the lifestyles of prehistoric mountain peoples of the upper Skagit River valley. Presently, over 150 prehistoric archaeological sites have been documented in the upper Skagit River valley south and west of Manning Park. The knowledge gained from these archaeological sites provides insight into the prehistoric activities that are likely to have occurred in the highlands of today's Manning Park, whose west slopes are drained by the Skagit River.

The time when the first humans visited this area is as yet undetermined, but it is known that prehistoric populations have been living in the Pacific Northwest for the last 11 - 12,000 years, beginning shortly after melting of the glaciers that once covered all but the highest mountain summits of the Skagit and Similkameen River valleys. Based upon archaeological evidence from sites excavated along the Fraser and Columbia Rivers and their tributaries, human populations had become well established by 8 - 9,000 years ago.

The earliest evidence of human use of the upper Skagit River valley comes from an archaeological site named the Desolation Chert Quarry. Situated at the base of Desolation Mountain, 10 km south of Manning Park, this location was a well-used source of a distinctive type of quartz rock that geologists call "chert". It was sought by prehistoric people to manufacture knives, spear and dart points, arrowheads, scrapers, and specialized cutting tools called "microblades". A series of 13 radiocarbon dates from the site demonstrates that it was first used 7,600 years ago, with most use occurring

between 5,000 and 3,500 years ago, and with occasional visits as recent as the last few hundred years. All that remains at the site today are the discarded layers of chert fragments, hammer marks where fragments of chert bedrock were chipped off, and the hammerstones used for this purpose.

This site had remained undetected and hidden under the forest of a steep hillside until I discovered it in 1987. It was at this time that I began to explore for archaeological sites in the upper Skagit River valley of today's Ross Lake National Recreation Area. Little did I know at the time of the great importance of this material, which I called "Hozomeen chert", to the local prehistoric populations of the valley. Now, after having examined and analyzed thousands of stone artifacts from nearly 150 archaeological sites, we know that this chert comprises nearly 80% of the stone artifacts found in sites of the upper Skagit River valley south of the Canadian border. In 1988, archaeologists from Simon Fraser University studied two sites, located in the Skagit Valley Recreation Area along Ross Lake, that were estimated to date sometime between 6,000 and 2,400 years ago. They found Hozomeen chert to be a common raw material in the artifacts at these sites.

From the archaeological sites studied in the upper Skagit, we are beginning to piece together the story of prehistoric human use of this remote mountainous area. We know, for example, from radiocarbon dates that there was more or less continuous occupation of the valley throughout the last 8,000 years by small, mobile bands of people. We have studied their campsites, which cluster on high terraces and other landforms near the mouths of tributary creeks. From analysis of cooking hearths we have recovered charred fragments of food remains that include the bones of mountain goat, elk, and beaver. Always the bones are pulverized, suggesting that the nutritious marrow was eaten and probably that grease was boiled out of the bone fragments. The occasional pestle and grinding stone is an indicator that plant parts, such as dried bulbs or seeds, were being prepared as food. Ground slate filet knives, for cutting of fish, have also been found. Generally, the tool assemblages found at the sites reflect the utilitarian needs of people adapted to a harsh mountainous environment. These early inhabitants probably resided in the headwaters of the Skagit and Similkameen valleys for only part of each year, and lived by hunting, fishing, and gathering the locally available plants, animals, and stone materials. Their trips through the mountains brought them frequently into the subalpine, including Manning Park and the other surrounding highlands of the Cascades.

These prehistoric people knew the mountains well and were undaunted by the steep, rugged terrain, for I have found their stone quarries on steep

mountain sides and in subalpine zones up to 2,000 metres in elevation. They ranged widely throughout the mountains, following the sinuous ridgelines and valleys, which were their highways. Because of distinctive stone types, like Hozomeen chert, it is sometimes possible to trace these routes, and I have found this distinctive chert in archaeological sites on ridges and in valleys many miles to the east and west of the upper Skagit valley. It is likely that this material was utilized by the early inhabitants of Manning Park, and will some day be recognized in the archaeological debris that is all that remains of their presence here so long ago.

In like manner, distinctive stone types from distant sources, brought into the upper Skagit valley, also are indicators of travel routes. For example, archaeologist Brian Vivian of the University of Calgary has provided me with samples of distinctive varieties of chert from prehistoric quarries in the Princeton Basin along the Similkameen River of British Columbia. We have identified some of these varieties in sites of the upper Skagit River, where they were used as points and scrapers. It is most likely that these chert varieties were carried by people travelling through Manning Park, which forms an important natural passage through the mountains, connecting the Similkameen and Okanagan valleys to the east, with the upper Skagit and Fraser valleys to the west. Arrow tips found long ago by J.E. Underhill in Manning Park provide evidence that these prehistoric groups hunted during their travels through the park. The main route through Manning Park likely was through Gibson Pass or near the present Skyline Trail, traversing the ridges above Lightning Lake.

As archaeological studies progress, more of the story of Native American lifestyles and adaptations to the mountains will be told. Clearly, there remains scattered throughout this landscape much more information than previously had been suspected. We are in a pioneering phase of the discovery and understanding of Cascade Mountains prehistory.

At the time that Euroamericans first entered the upper Skagit and adjacent areas in the early part of the last century, Indian people had apparently ceased to use the upper Skagit in any great numbers. The first to travel through at this time were the Hudson's Bay Company trappers who used the many Indian trails to find their way through the mountains. During his international boundary survey of 1859, Henry Custer encountered the signs of Indian people, but he never saw them living in the upper Skagit or Manning region. The signs of Indian habitation, which Custer noted in his journal, included brush structures built by Indian people, one of these being near the low divide between the Silverhope and Klesilkwa Rivers, about 22 kilometres west of Manning Park. His party also used Indian trails to travel along the upper Skagit

River and to ascend Shawatum Mountain in Manning Park. Custer also noticed that Indian hunting groups deliberately set fire to the forest "to clear the woods from under brush and make travel easier". Could it be possible that Chittenden Meadow (located on the Skagit River flood plain just outside Manning Park's western boundary), with its large fire-scarred Ponderosa pines, was created in this manner? Much of the success of Custer's survey was due to the knowledge and mountain skills of his Indian guides. One of these, a Lower Fraser man named "Jhinsoloc", made a map of the country for Custer that he described as follows:

> *By request he made me a map of the extent of country he was well acquainted with. It was bounded by the Fraser river to the North, by the Skagit river to the East, by some tributary of this river to the South and by the Noo Khsahk and Chiloweyuck rivers to the West. Within these limits his knowledge of the country was most minute and reliable. The map he made of it, although in the most primitive style, was remarkable for its correctness and completeness. In this way we gained most of our first knowledge of the country, as also many of the names of its mountains, smaller streams, and lakes.*

Today, much of our knowledge about Native American lifestyles of the last few hundred years is recorded from the testimony of Indian elders and other informants of the last century. A rich source of information is embodied in the traditions, cultural practices, ceremonies, and languages of the few remaining elders. From these sources, we know that a variety of Native Canadian and American bands traditionally travelled through this area, including the Nlaka'pamux (Lower Thompson), Upper Skagit, Southern Okanagan, Methow, Nooksack, and Chilliwack peoples. As has occurred often throughout the Pacific Northwest, information learned from archaeological studies corroborates the testimony of the Native people. For example, James Teit, a British Columbian anthropologist at the turn of the last century, recorded the words of a Thompson River man, who said that his people went to the upper Skagit River country to hunt game and find stone for making arrowheads. Now, almost a century later, the truth embodied in this simple statement has been revealed. It has thus been for me, personally and professionally rewarding to be involved in the discovery of archaeological sites that confirm a Native tradition that extends for thousands of years into the prehistoric past.

Early Trails

by Robert C. Harris

Manning Park is in the Cascade Mountains, immediately north of the international boundary. Through the park, the Cascade or Columbia watershed winds northwards, dividing the waters of the Skagit from the Similkameen. These rugged Cascade Mountains were regarded with respect by early fur traders; on his 1833 map of Thompson's River District, the intrepid Chief Trader Samuel Black of Kamloops shows at the site of the Cascade Mountains,

"Terrible Mountains all over hereabouts".

The first trails through the country were developed by the local Indians, who had ample time to find the best routes. These usually followed the broad river valleys or open ridges. The fur trade explorers relied on these local Indians as guides. Other trails were built for hunting and mineral prospecting. Trappers were also responsible for many trails, as they did not always follow the main routes. See the trail map for all the trails mentioned in this chapter.

Eventually, more trails were cut across the Cascade Mountains, due partly to the establishment of the international boundary at the 49th parallel in 1846. Before this time, the fur trade route to the coast avoided crossing the Cascade Mountains by using the Okanagan and Columbia Rivers. New trade routes from the coast had to be found within British territory connecting with the ancient Indian trade route up the Similkameen to Nicola and Kamloops. The Fraser River had already been explored by Simon Fraser and George Simpson, and deemed dangerous below the Forks (Lytton). The Cascade Mountains were a difficult alternative!

The Similkameen basin is of particular importance to Manning Park. Not only do the Similkameen headwaters comprise most of the park, but the trails crossing the park were heading for various points on the ancient Similkameen-Nicola-Kamloops route. Using modern names in brackets, the route came from the lower Okanagan River, along the north side of Similkameen River to Vermilion Forks (Princeton), then up the North Fork (Tulameen River) to Otter

Flats (Tulameen village). From this pleasant site it continued up the valley of Otter Creek to its source on the Columbia divide (Aspen Grove), continuing north on easy grades through open country to Nicola Lake.

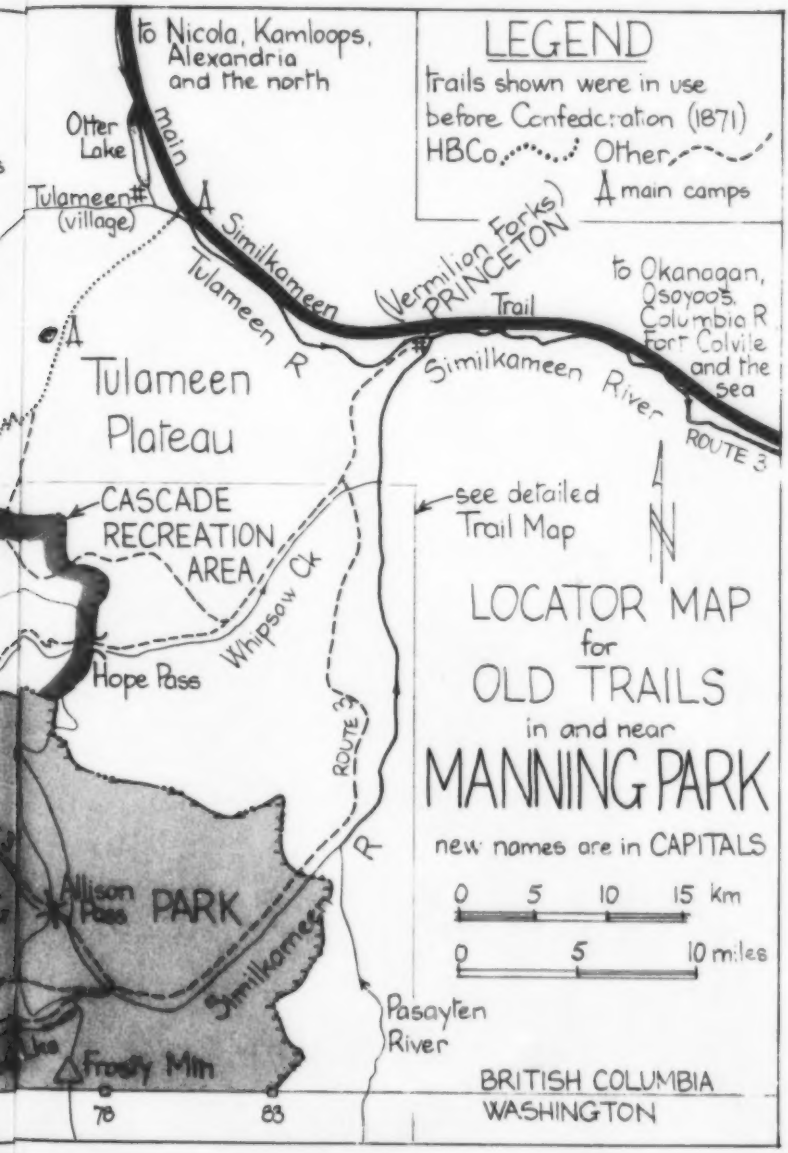
In May of 1846, Chief Trader A.C. Anderson of the Hudson's Bay Company with three Indian guides, returned from Fort Langley to Kamloops, looking for a connection to the Similkameen-Kamloops trail. His route from the Fraser River at what became Fort Hope brought him along the panhandle of Manning Park, via Sumallo River. Turning north up Skagit River, he passed Rhododendron Flats and went up East Snass Creek to the Columbia divide at Punch Bowl Pass, where his Indian guides left him. From the Punch Bowl, Anderson followed Tulameen River to join the Similkameen-Kamloops trail at Otter Flats.

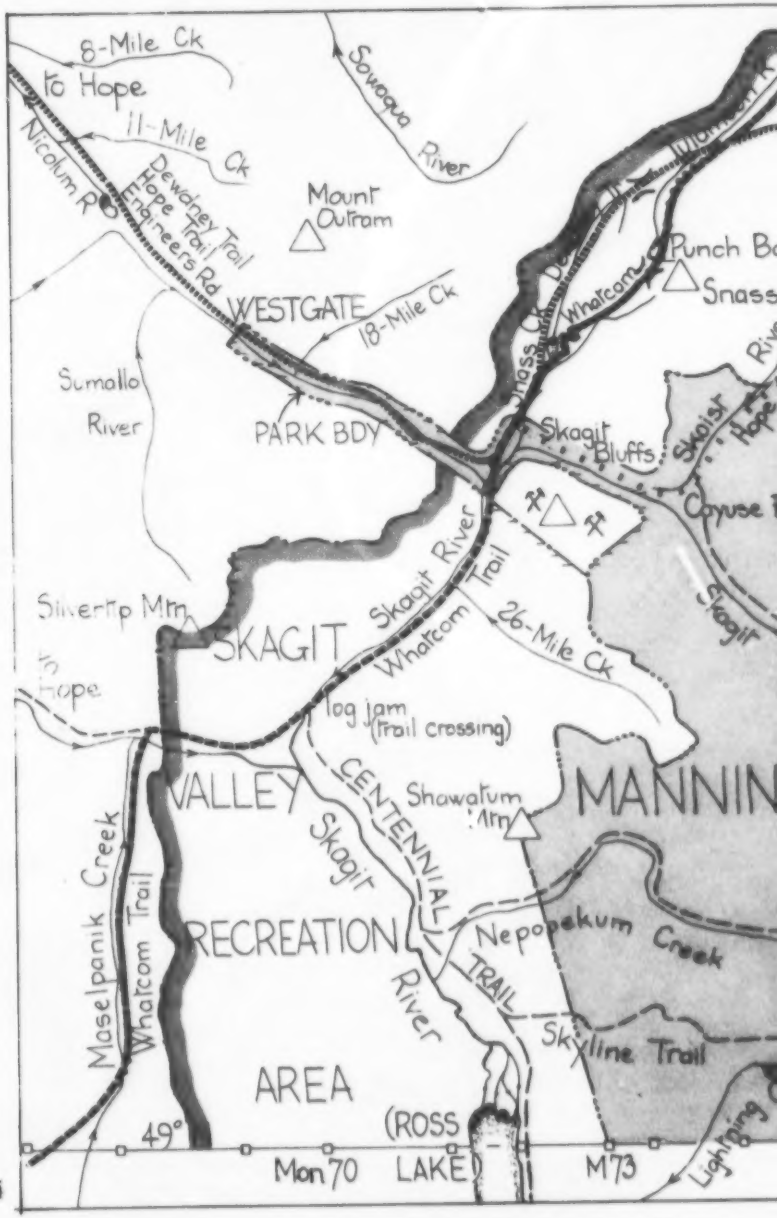
In 1858, this section of Manning Park was crossed again by a trail, this time the Whatcom Trail, from the south. The merchants of Bellingham Bay, Whatcom County, just south of the border, wished to capture their share of the trade fuelled by the Fraser River gold rush. They attempted to bypass Governor Douglas' taxes and licence fees collected at the mouth of the Fraser River.

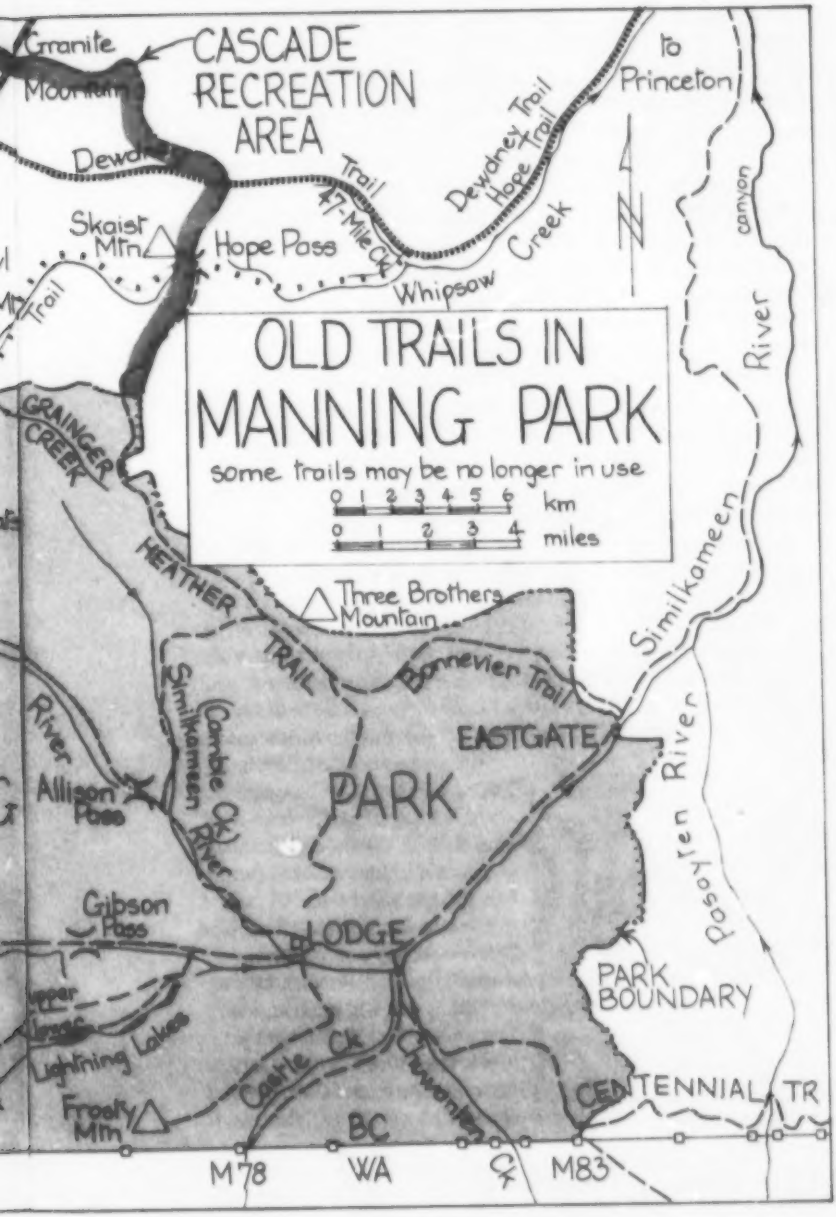
U.S. Army Captain W.W. DeLacy undertook the difficult task of exploring while cutting the trail. He reached the Skagit River by a roundabout route, coming down Klesilkwa River. Turning north, he was able to find Punch Bowl Pass using Anderson's map to the "Gold Regions" which showed Anderson's 1846 exploration. DeLacy intersected the Hudson's Bay Company 1849 Brigade Trail on the Tulameen Plateau, where the 1849 Brigade Trail made a shortcut above the Big Bend of Tulameen River. Lieutenant Palmer of the Royal Engineers noted this trail junction in September of 1859 when he travelled over the 1849 pack trail, on an exploration from Hope to Campement des Femmes on the Tulameen River en route to Fort Colvile, Washington Territory, with a Hudson's Bay Company party.

Between 1857 and 1862, accessible parts of the 49th parallel were surveyed and marked for the first time, requiring a trail on or near the boundary. From this survey, the only monument marking the boundary on the Manning Park side was at Roche River (Chuwanten Creek). An astronomical station was set up on the Skagit River at the 49th parallel. To reach the next astronomical station to the east at Roche River, George Gibbs, naturalist and interpreter of the U.S. Northwest Boundary Survey, cut what became the Skyline Trail. This had steep grades at the east and west ends which were later upgraded to park standards by extensive switchbacks. The Skyline Trail was incorporated in the 1967/1971 Centennial Trail across southern B.C. from Simon Fraser University to Cathedral Provincial Park.

Fraser Canyon
Boston Bar Trail
Fort Yale
ROUTE 5
ROUTE 1
Fraser River
ROUTE 5
Coquihalla River
Coquihalla Mtn
Sowaqua R
Tulameen Mtn
to Fort Langley and the sea
Peers Ck
ROUTE 1
Fort Hope
Nicolum R
ROUTE 3
HOPE SLIDE
HBCo Trailhead for Kamloops and Fort Colvile
Silverhope Ck
Sumallo R
Skagit R
KAGIT ALLEY RECREATION AREA
Chilliwack Lake
49°N
Mon 65
ROSS LAKE
73


to Nicola, Kamloops, Alexandria and the north
Otter Lake
Tulameen (village)
main
Similkameen
Tulameen R
(Vermilion Forks) PRINCETON
Trail
to Okanagan, Osoyoos, Columbia R, Fort Colvile and the sea
Similkameen River
ROUTE 3
Tulameen Plateau
CASCADE RECREATION AREA
Whipsaw Ck
Hope Pass
see detailed Trail Map
LEGEND
Trails shown were in use before Confederation (1871)
HBCo.
Other
main camps
LOCATOR MAP
for
OLD TRAILS
in and near
MANNING PARK
new names are in CAPITALS
0 5 10 15 km
0 5 10 miles
ROUTE 3
R
Allison Pass
PARK
Similkameen
Pasayten River
Frosty Mtn
BRITISH COLUMBIA
WASHINGTON
78
83


8-Mile Ck
To Hope
11-Mile Ck
Nicolum Rd
Dewdney Trail
Hope Trail
Engineers Rd
Sowaqua River
Mount Outram
WESTGATE
18-Mile Ck
Sumallo River
PARK BDY
Punch Bo
Snass
Whatcom
Skagit Bluffs
Skagit River
Whatcom Trail
26-Mile Ck
Silverrp Mtn
SKAGIT
To Hope
log jam (trail crossing)
VALLEY
CENTENNIAL
Skagit
Shawatum Mtn
MANNIN
Maselpanik Creek
Whatcom Trail
RECREATION
AREA
Nepopekum Creek
TRAIL
River
Skyline Trail
49°
(ROSS
Mon 70
LAKE)
M73


Granite Mountain
CASCADE RECREATION AREA
Dewdney Trail
Trail
47-Mile Ck
Dewdney Trail
Hope Trail
Creek
to Princeton
Skaist Mtn
Hope Pass
Whipsaw
canyon
River
OLD TRAILS IN MANNING PARK
some trails may be no longer in use
0 1 2 3 4 5 6 km
0 1 2 3 4 miles
GRAINGER CREEK
HEATHER TRAIL
Three Brothers Mountain
Similkameen
Bonnevier Trail
EASTGATE
PARK
Allison Pass
Similkameen River
Gibson Pass
LODGE
PARK BOUNDARY
Lightning Lakes
Castle Ck
Frosty Mtn
BC
M78
WA
M83
CENTENNIAL TR

It was not until 1904 that the Boundary Commission returned to fill in the gaps of the 1858 survey. Trails were cut to survey and place the new monuments. The official joint map of the 1904 survey gives interesting trail information. A steep trail slants down to the southeast from the Skyline Trail to Strike Lake. A trail from the east runs along the north side of the first three of the Quartet (Lightning) Lakes. It then turns south, and from it branches run toward new Monuments 75 and 76. No trail is shown running south over Hozameen Ridge to Monument 74; presumably this open ridge needed no formal trail.

Anderson's 1846 exploration along the Sumallo and Skagit Rivers was first used as an official route in 1860, when Governor Douglas called for a "good mule road to Semilkameen" to serve the placer gold rushes on the lower Similkameen and at Rock Creek. The Royal Engineers explored Anderson's route again but decided to cross the Columbia divide via the main Snass Creek, then crossing Anderson's route and contouring east around Snass Mountain to join Whipsaw Creek, an important tributary of the Similkameen. The Royal Engineers then prepared contract documents; Edgar Dewdney was low bidder of five, and built the trail which was given his name. At the head of Snass Creek, the trail passed through a canyon, and was often called "Canyon Trail".

In 1861, the Engineers, under Captain Jack Grant, bypassed the middle part of the Dewdney Trail, going up the Skaist River, the next valley east of the Snass, and crossing the Columbia divide at Hope Pass, between the headwaters of the Skaist and Whipsaw Creek. This trail went down the left bank of Whipsaw Creek to the Similkameen and was variously known as the Grant, New Dewdney, or Hope Trail. It was the main trail to Princeton and the east for over 50 years but the old Dewdney Trail was still used for cattle and sheep drives to Hope for New Westminster. The old trail had better grazing and its canyon section was easy to fence as a corral.

Dewdney Trail, near Hope.

On the main Hope Trail, side creeks were named according to their mileage from Hope. In the park we have Seventeen, Eighteen and Twenty Mile Creeks. Thirtythree Mile Creek is now Grainger Creek, named for the second Chief Forester of the Province.

The Minister of Mines gives an interesting photo of the Hope Trail in the 1924 Annual Report. A lightly packed horse waits on the trail while the dismounted rider faces east, photographing the fine drywall section above Westgate. This had been converted to a wagon road from Hope to Rhododendron Flats by the Royal Engineers in 1862. Another section of this same "Engineers' Road" is a Stop of Interest a little further east on Highway 3.

The route through South (Allison) Pass joining the heads of the Skagit and Similkameen Rivers, was looked at from time to time, starting with the Royal Engineers in 1862. It was lower and wider than Hope Pass but much further south. Interest in a Hope-Princeton road increased after the first World War but it was another ten years before the South (Allison) Pass location was adopted. Construction gradually worked towards the summit from east and west. By 1943, the first car drove from Hope to Princeton though the highway was not officially completed and dedicated until 1949.

Early uses of the west end (panhandle or dogleg) of the park include access to the fraudulent 1910 "Steamboat" gold rush which was staged above the Skagit River on Steamboat (Shawatum) Mountain. The main access to this charade came from Hope on the Dewdney Trail then down the Sumallo and Skagit Rivers. The same route was used in 1914 for trucking ore from the Silverdaisy Mine just above the Skagit River on Twentyfour Mile (Silverdaisy) Creek. Still later, in the 1930s Consolidated Mining and Smelting (Cominco) pushed the truck road from Hope as far as Cayuse Flats, at the mouth of Skaist River to reach the A.M. mineral prospects on the east slopes of Silverdaisy Mountain. This mining area is excluded from Manning Park and from the subsequent Skagit Valley Recreation Area.

Before Allison Pass was used for the Southern Trans Provincial Highway, an old route was re-examined by Dr. E.A. Cleveland, British Columbia Land Surveyor, from the Skagit up Nepopekum (Muddy) Creek with one large switchback to gain altitude. This crossed the Columbia divide at Gibson Pass descending on an easy grade to join the Similkameen at the site of Manning Park Lodge. To reach the Nepopekum, Dr. Cleveland's location left the Fraser River up Silverhope Creek just west of Hope and descended the Klesilkwa to the Skagit just as the road to Ross Lake does today. This is the way that Anderson's guides attempted to bring him in 1846 but he rejected their advice saying that it was heading too far south to ever reach Kamloops.

The B.C. Minister of Mines report for 1925 refers to an old trail to the south from Hope Pass by way of Nicomen Ridge skirting the "Three Brothers Peaks", and thence down into Cambie Creek, the early name for the upper Similkameen River. The report dispenses further information and advice:

Nicomen means knife in Indian and describes the ridge which is only four feet wide in places. Severe storms follow the high ranges in this locality and at any time during the year a snow storm may make this crossing dangerous for riding and pack horses . . ..

In 1967 and 1971, parts of existing trails were rebuilt or extended to become the Centennial Trail across southern B.C. This enters the park as the venerable Skyline Trail and leaves as the Pasayten River Trail from near Monument 83. Most of the Pasayten River Trail was cut new in 1971; only the first half mile uses the 1904 Boundary Commission trail which soon diverges southeast and disappears over the border.

Outdoor groups have shown interest in preserving the historic trails of Manning Park. Consequently, the Ministry of Lands and Parks has extended the protected area by adding the Skagit Valley Recreation Area to the west and the Cascade Recreation Area to the north.

Memories

by Louise Shaw

"The only thing we don't do twice around here is a burning!"
Tom Moore, 1991

A "round-a-bout way of getting things done" describes some of Manning Park's developments and operations in the early years. Yet, although the years have had their share of bumpy moments, they have also had their share of creative sparks. Doing things two or more times around has often been worthwhile, in light of the results achieved. The immense commitment and inexhaustable talents of so many people have helped to create a legacy.

In February of this year, I had the pleasure of speaking with four men about their experiences in Manning Park. From taped recollections of forty to fifty years of park history, the following stories give a glimpse of the beginnings, bumps, and sparks of the early days.

"Three old-timers in Princeton got it going. Ed Burr, Bert Irwin, and Dr. McCaffrey, and there could have been others, got ahold of George Melrose. They wanted to call it 'Three Brothers Mountain Park' or 'Three Brothers Park'. They finally got it going and they decided they would call it 'Manning'". (Joe Hilton, 1991).

George Melrose was a District Forester at Kamloops and, like these three men and others, he enjoyed riding in the Three Brothers area and fishing in Lightning Lakes. Through their combined knowledge and determination, and the support of the Princeton Board of Trade, the area was gazetted as a Class 'A' Provincial Park in 1941 and named after Ernest C. Manning, Chief Forester of B.C. (1936 - 1941)

In those early days, the Parks Division was a section of the B.C. Forest Service. Fire prevention, land protection, logging and tourism were elements of the Forest Service mandate. In 1943, Ches Lyons and Micky Trew, both foresters in the Economics Division, wrote a detailed development plan after completing an extensive reconnaissance through the park. The great potential of the area already recognized by the men in Princeton was described in Lyons' and Trew's study. They also recommended that a ranger was needed on-site.

Manning Park was named Ranger District #25 and a resident ranger was appointed. Forest Ranger Bob Boyd arrived in the summer of 1946 and took charge of his new position. Ches Lyons, Acting Park Director, was there to help him set up. Joe Hilton, a veteran trapper, was hired that summer to assist him. Joe's extensive knowledge of the park lands and wildlife provided Bob with valuable information.

The land, which was now a park, had been home to trappers, prospectors, settlers, and recreationists for years. CanAm Copper Company had explored the valleys for mineral potential. One prospector, John Brohman, had a network of tunnels at the eastern boundary. He ran his ore car over jack pine rails greased with bacon rinds nailed to the wheels. Charlie Bonnevier and his partner Belgie had to cross a river in a cable car to reach their tunnel.

Although the park designation made these extractive activities less suitable, already established claims were honoured. Concessions were made. At one point, the eastern boundary was moved westward so that mining interests like the Bonnevier claim were no longer in the park. Contact was friendly and settlement was equitable.

Setting up a new park operation must have seemed a huge job in a flat-bottomed valley with little else around but the dilapidated remains of a relief work camp from the Depression years. A tent became home for Bob and Joe while they erected the first ranger station. Davey Davidson, Bob's second-in-command, remembers: "Bob built the old station out of all the old toilets and boards and anything that he could scrounge up from the old relief camp. Bob was the best scrounger you ever knew . . . . I always remember Joe telling me, he said, 'Davey, they're all toilets!'". (DD, 1991)

That first station was a one-room shack with many conveniences: "He had his typewriter in it. He had a shower in it. He had everything in that one little room. It was pretty far out. His bed, shower, his table. That's where Joe and him and I ate . . . ." (DD, 1991)

Scrounging to construct the first Ranger station.

"Every morning we had to get on the radio to Kamloops and give them a report on how things were and maybe it would be pouring rain. Well, Bob would get on there and say, 'Good morning. Oh, the sun is shining and the birds are singing'". (JH, 1991)

In the summer of 1947, Mrs. Monkman, who had cooked for the Canadian National Railway, arrived. In anticipation of her arrival and that of a larger crew, a dining room was added to the station. "Bob wanted to have it nice and clean for her. You know, we stayed all that night, by golly. He was a really good paperer. So we got all white building paper and paste - you know, flour and water - and he mixed it up and boy, he papered it all, and then he painted it all. The next day, Mrs. Monkman came in, the dining room was ready for the crew". (DD, 1991)

That summer was eventful not only for the arrival of the cook but for the building of the station's log barn. A barn was required to stable the horses which were to pack fire-fighting supplies into the backcountry. Joe St. Pierre, carver, artist, and builder, arrived, along with John Naniak and Harry Gordon, one of the trappers from whom Joe had purchased his trapline. With this eager crew the barn was completed in six weeks. Suitable trees were chosen and skidded out. To fit the logs, a string dusted with chalk was pulled taut and snapped to mark a cutting line. Ordinarily, this line would be scored with an axe then cut with the broadaxe. "But old Joe St. Pierre was so good, he just let the string lie. That little string just sitting on the log there. He just followed the string with that broadaxe without cutting the string. That axe weighs about ten pounds or more!" (JH, 1991)

The barn soon became home for two work horses. Davey will never forget the day they went down to get them: "Bob was buying them, these two big Belgians, and they weren't very well broke. I thought they were going to go right through the corral. Wow, were they wild. It didn't take Bob long to pat them and quieten them down, but oh my goodness, I didn't want to go near those things." The horses were put to work anytime logs were needed for building bridges or clearing around the station.

Forest Service rangers and their crews were required to make areas accessible for fire spotting and fighting. Trails, roads, and a lookout were quickly completed in Manning Park's early years. Charlie Velay, resident engineer at Mount Seymour Provincial Park at the time, recalls the emphasis placed on fire prevention: "[Wells Gray and Manning Parks] were administered as ranger districts, not really as provincial parks. It just made a slight difference in the accent that would be used. One of [a ranger's] major preoccupations would be the protection of forest lands from fires". (CV, 1991)

The first lookout in Manning Park was a tent, placed on Windy Joe, a peak named after Joe Hilton. Jock Watson who often accompanied Joe on his trapline, had noticed that there was always a strip on the mountain that had no snow on the trees. One time Joe commented that it must be awfully windy up there, and Jock replied "Yeah. We'll call it Windy Joe". (JH, 1991)

The original lookout was constructed for spotting fires along the valley floor. The placement was chosen in a very creative way: "Bob stayed in camp, gave me a mirror and sent me up there and I had to keep flashing the mirror so he could figure out exactly where I was all the way up". (JH, 1991) Each flash was seen down below and Windy Joe was confirmed as having the best view of the valley. A lookout right on top would also be advantageous for sighting lightning strikes in the backcountry. Initial trail cutting to provide access to Windy Joe was done by ten to twelve men on strike at the Princeton coal mine. "Best crew I ever had because they were so glad to be out in the air". (JH, 1991) Meals were served from a stove packed farther and farther up the trail as work was done. Horseshoes, provided by Joe, were pitched in the evenings.

In 1948, a bridge was built across the Similkameen River as part of the lookout's planned access road. Materials for a permanent lookout structure could then be brought to the top. The wood building with a cement and log foundation was constructed by Joe, Bruce McDirmiad, and Vic Moore, amongst a million mosquitoes. The only relief came when the wind blew or at night when the canvas tent became a refuge.

Road work was gruelling. Other than the pick and shovel, equipment was sparse: "We didn't have any compressors in the early days. We didn't have anything. Just a bunch of powder and a Cat and lots of determination." (DD, 1991) Blasting soon became Davey's job. "There was no road or anything. That's where I fit in. I liked to blow up the mountainside and I was pretty good at it." (DD, 1991) Sometimes, Davey would use a little too much powder. Joe remembers the time he blew up a wasp's nest and got everyone jumping. Others have tales to tell of stumps falling on the road far below.

Laying out the road was done using rolls of toilet paper. The white stood out very well and laid-out sections could be realigned. Bob received a report of the day's progress each evening: "'Oh, we got two rolls' or 'We got three-and-a half rolls today.'" Distance was always measured in rolls. (DD, 1991)

Other roads were to follow Windy Joe. One went to Lightning Lakes and another went up Blackwall Mountain providing access into the Three Brothers area (circa 1950): "Tommy Moore, Dudley Taylor, myself and Mike Battenchuck were the big road building crew and I was powder man, foreman and locating engineer. I was everything on that thing." (DD, 1991)

'Blackwell' was the mountain's original name, after Miss Blackwell, a prostitute at Princeton's brothel. It was given her namesake by one of her guides during a horseback trip into the valley: "Well! When I told Bob the story, he said 'We can't call it that!'" (JH, 1991) The mountain soon became known as 'Blackwall'.

Two strings of cars converged on Allison Pass for the official opening of the Hope-Princeton Highway. November 2, 1949.

In the early 1950s, the Gibson Pass road was completed quickly, an incentive being the good fishing at Poland (Paddy) Lake. A camp was set up at the Pass and a cook was hired. The crew set a good pace. Even the cook noticed the rush. "Our cook Vince Pino said, 'Well, you guys ain't got time to cut me any firewood, just bring in the logs.' He had this log in the fire and just kept moving it in." (DD, 1991)

Roads were going in everywhere. The biggest one, the Hope-Princeton Highway, was completed in 1949. Two strings of cars from opposite directions converged on Allison Pass for the official opening on November 2, 1949. Anticipating a significant increase in public visitation, a building boom occurred. Pinewoods Lodge and the motels, a personnel building, garage, gas station and new ranger station were constructed (1949-1950). Many of the buildings were furnished with carved scenes on doors and furniture. At Pinewoods, a series of plaques with animal scenes were hung around the dining room. The extraordinary artistry of Kaj (Len) Neilsen and Rudi Seifort added uniqueness and charm to Manning Park's accommodation. The work of these master carvers was all done at Parks' Langford workshop near Victoria (established 1948).

The dream of creating a small resort akin to Jasper or Banff originated during the 1943 reconnaissance study of Manning Park. Lyons and Trew visualized Manning as a recreationist's destination for fishing, boating, hiking and horseback riding. E.G. (Cy) Oldham, who became Director of Parks in 1948, held a view which was common in Parks at that time. "Cy felt that the economics of park development were governed by the extent of development that you made." (CV, 1991) This idea initiated the resort-type concentration of buildings at 'Pinewood Flats'. As in Banff, all recreational activities would radiate outward from this point.

Cy was an "impatient visionary." (CV, 1991) One vision he had was to have all developments done - from conception to completion - by Parks staff. As a result, by 1949, the engineers in Victoria were designing all Park structures

and systems - with the exception of one structure. Cy wanted Bob to build a guest house but Bob kept putting it off because a plan had not yet been received from Victoria: "'Well, I'll darn well get you a plan', and [Cy] went over and pulled two pieces of paper towelling out of the rack, sat down, drew a big square, and handed it to Bob. 'There you are Bob, there's your plan, now get going!'" (DD, 1991)

On May 1, 1949 the crew first began staying year round in the Park. The first winter was bitterly cold (45 below). Unfortunately, a slight hitch in planning left them with many half-completed buildings but nowhere to stay. The contractor of Pinewoods, Louis Alstrom, and his crew were able to move into the garage. The Parks crew moved into the new ranger station only after the cold got to be too much (e.g. after Davey's laundry froze in the bucket despite its position on the tent's heater). "'Look, this is crazy. Let's get into that doggone building as soon as they get some heat in there.' So, we moved into the basement of the office before [the contractor] finished it!" (DD, 1991)

The steep-roofed personnel building in 1950 with only 2 storeys.

Increases in crew size continued. The summer of 1949 saw the arrival of Jimmy Moore, and a year later, his brother Tom. Also, around that time "five real good tough kids" from Enderby were hired: Herb Green, Alvin Hutchison, Grant McCaudlin, Dudley Taylor, and Alan Bell. Many new skills were learned under the direction of Bob and Davey. Tom Moore became skilled at 'cat skinning' or bulldozing but not without lots of trial and error. He recalls his first time as operator, on the Poland Lake Road. "I had the bulldozer off the road more than I had it on." (TM, 1991) The crew also had variety, with so many projects occurring in the park at that time. "You could be going up Windy Joe on the end of a crosscut saw or you could be going up the Three Brothers Road on the end of a jackhammer. You were a jack of all trades." (TM, 1991)

By the summer of 1950, the crew had moved into the personnel building, a two-storey structure with a very steep roof. Through an error in judgement, the contractor had made the roof three feet too high, leaving a cavernous space. During 1953, this space was converted into rooms. "It was like working in a coal mine. It was all black. We had an electric light, but no

windows." (JH, 1991) Construction continued through the winter, as room after room was completed. Of course, senior staff, seeking peace and solitude from the rowdy summer crew, had first pick.

Other improvements to the crew's living space did not work out so well. Bob decided to paint the kitchen the fast way - using a vacuum cleaner as a sprayer: "Sure we did it in a day, but it took us three weeks to clean the mess up." (DD, 1991)

The early years of Manning Park were a period of innovation. North Star Ski Hill opened (circa 1951) behind the ranger station with one rope tow made from lots of spare parts. Davey, Bob, and Vic Moore rigged up an old Model A engine to run a cable through the wheels from an old car. The engine sat at the base of the hill and the wheels were bolted into a tree at the top. Water was poured over the engine's log foundation to freeze, anchoring it in place.

Originally, Pinewoods operated only in the summer. The concessionaires were Tom Warkman and Ralph Fields. However, soon after the opening, a push was on for winters too. Rene Pelletier and his partner Al Conte took over as year-round operators. After a time Rene bought Conte out.

With the combined energy of Rene and the Parks staff, many winter activities for the public were planned. Every year Davey and Vic Moore got out the hose and flooded the tennis courts for skating. A toboggan run was built and sleigh rides were led by Rene and his father. Christmas became a tremendous event with presents, parties, dances and decorations. All the staff showed up for Bob's decorating project which included stringing lights on all the buildings and some trees and placing a Santa Claus on the roof.

The staff was never paid very much but, as Joe viewed it, "You worked because you loved that type of work. I'd put ten years underground in the coal mines and knew what work was." (JH, 1991) For Davey, the surroundings were inspiring. "I just felt about as big as Manning Park was. I really felt, boy oh boy, what a place to be. Wow! Lots of room to move around. You had the whole world right there on your doorstep." (DD, 1991)

In the early days of Manning Park, important projects and interesting schemes were always waiting just around the corner. Once the goals were identified - getting established, fire prevention, and satisfying the public's recreation needs - Bob, Davey, Joe and the crew were free to decide how to get them done. Obstacles never seemed too great. There were always ingenious and often unconventional ways to get around them.

In Manning Park, these ingenious 'round-a-bout' ways have lived on in the collective memory. After all, paths make the most fascinating stories in history.

Manning Park

Tough Going

by Ches P. Lyons

My attempt here is to relate how Manning Park got started, some incidents from the early days, and to note persons who played some part in its establishment or development.

When I met Chief Forester E.C. Manning in the spring of 1939 to ask about a possible job in forest recreation, you couldn't have found a more enthusiastic person. Depression years' work projects were finding their best use in park development and in fish and wildlife habitat improvement. Usually local beauty spots were chosen for improvement and the title of 'park' soon applied to them. For protection they were gazetted for the "use and enjoyment of the public" and so the provincial park system grew quickly. The Forest Service administered these and probably received more favourable publicity from the creation of new parks than anything they have done before or since.

Upon the untimely death of Mr. Manning in 1941, C.D. Orchard became Chief Forester and George Melrose, Assistant Chief Forester. Mr. Melrose had spent his holidays for several years doing horse pack trips through the Three Brothers Game Reserve. He carried a movie camera and likely took the first films ever made and shown. Whatever influence was needed from the Forest Service in creating the park would have found strong support from George Melrose.

In the summer of 1941 the entire park staff was dispatched to Manning Park to erect a memorial cairn. Park staff consisted of myself with the appellation of 'park engineer' and Joe St. Pierre, a talented carver and woodworker from the recently closed camps. Joe set the high standard of park signs and furniture that has brought admiration since the first picnic table was made in 1941. We chose a favoured but now forgotten look out area over the junction of the Pasayten and Similkameen Rivers. The resulting cairn has been moved twice since then and now stands beside Manning Park Lodge.

A year or so later D.M.(Micky) Trew transferred from the Aerial Photo Division and so doubled the number of technical personnel. Manning was the first park we examined together, in 1943. Since Parks people didn't rate having

a vehicle in those days, always helpful Harry Dearing, the Forest Ranger in Princeton, bounced us in to about where the lodge stands today. With luck he would be back in ten days.

Everything we had for this time was on our backs. Today's slick, lightweight, dehydrated plethora of camping aids didn't exist then so we had heavy packs. Survey equipment, camera, binoculars, compass, barometer, maps of the day and most important, the new fangeld aerial photos. Mick was the expert with these. He had mastered stereoscopic vision and so could accurately determine our whereabouts and plot directly on to the photos existing and proposed trail locations, campsites and any other relevant information. Later an accurate park map was compiled from the photo information.

Lacking anything in the way of a trail, we headed uphill through the windfall to a high observation point, today's Cascade Lookout. On to Blackwall Peak, a great observation point, and as I remember one of the few features already with a name. Beyond was a lovely glade and small stream, a good camping place. We called it Buckhorn Camp, technically a misnomer, because it was a large mule deer antler that was lying on the grass. In those days we named features as points of reference. Many have remained on the official maps of today. We slept under the stars as usual. Parks didn't own a tent, or much else.

We hiked to the top of the Three Brothers Mountains, but weren't there four distinct peaks? It seemed logical to call them First Brother, Second Brother and so on. We continued on to Nicomen Lake close to the northern boundary of the park and called it quits in that direction.

A long but quick hike brought us back to valley bottom and a welcome foot-soaking in the Similkameen River. But there was still the Lightning Lakes area and surrounding mountains to investigate. The old trail went past a pleasant small lake distinguished by a small duck as the only sign of life. Lone Duck Lake went down on our map. We checked around Lightning Lake trying to visualize where a lodge and campsite might go. Then with nothing but the direction "up" to guide us, we zig-zagged on to a ridge with a great view on each side. Following the ridge to the summit, Skyline Trail went down in our notes.

Although it was mid September the weather was very warm. We hiked on and on finding no water supply for an overnight camp. Eventually a small snow bank was found and lent its importance to naming the nearby mountain, now Snow Camp Mountain. Next day, on climbing a rocky knob, we were amazed to see a lone mountain goat peering down at the intruders. Few hikers today ever see a goat on Lone Goat Mountain.

Late that afternoon we came to the edge of a deep drop-off into the valley, well to the west of Lightning Lakes. All four lakes could be seen but we soon found ourselves in some confusion, since, in a vague way, they were all Lightning Lakes. Perhaps it was the rarefied atmosphere spurring us on but we dreamed up the idea to call them Lightning, Strike, Flash and Thunder.

Flash and Strike Lakes

This general park reconnaissance led to the belief that the key centre should be where roads and trails could branch off to the main points of interest. And that was the concept that was followed and justified over the years.

We weren't the only ones to note key areas. Prospectors were staking claims hopeful that they could claim property rights and go into some aspect of the tourist business. A mining inspector and myself made a joint examination of one of these conflict claims. My report said that if any mining had been done it must have been with a teaspoon. His concluded that because of the great depth of snow (about one inch!) it was difficult to see the scope of the activity but it appeared to be a valuable mining property. The infant Parks organization of only a few people carried very little clout in those days. However, we eventually were able to stop this kind of intrusion.

The westerly approaches to the park were also covered in the initial trip of 1943. We back-packed in from Trites Ranch - Sunshine Valley today. There were sections of the historic Dewdney Trail to follow but with heavy timber and near inaccessible mountain slopes we could do little but see that there were a number of potential camp and picnic grounds.

Then in 1947 the question of Manning Park's winter potential demanded some investigation. Ole Johanson *'born on skis'* had been doing yeoman service as the first Park Ranger on Mt. Seymour. His friend, Tom Mobraaten, was an early day Seymourite and a skier of Olympic stature. So it was only natural, or foolhardy, that I should rise from my Victoria desk and take off on a winter trip to Manning with these two veterans of the snows.

We left Princeton in February, 1947 with eighty pound packs and managed to get a ride to the end of the winter road, nine miles of the total eighty-one to cover, as well as side excursions. Our skis were the long, heavy

utility style of forty-five years ago. They were made of wood and had steel screw-on edges and cable bindings. For safety's sake, Ole had brought a spare ski tip and a pair of bear paw snowshoes.

It was tough slogging! The long downhill sections we had dreamed of speeding along were so soft we had to work every foot of the way. Every morning Ole and Tom would huddle, like the witches in *MacBeth* over the wax pot on our breakfast fire. Uttering strange Norwegian curses, they would put in bits of this and that to concoct a ski wax for the day.

Having slept out, or in an old tumbled down cabin if we could find one, it was with great relief when we located Joe Hilton and trapping partner Jock Watson, all snug in their cabin. We enjoyed their hospitality for the night and after a hearty breakfast pushed on to the centre of Manning Park.

The Three Brothers Mountain area, away up there with its alpine slopes, had to be seen. So up the mountainside we went once more. There was no trail, just thousands of windfalls, most cunningly placed three feet above the snow, too low to go under, a hazardous predicament to go over. We took turns breaking trail but I played out on the last third of that long climb. Thank the Lord for two tough uncomplaining Norwegians! Of course they were really Canadians but they had very special qualities.

We overnighted at dusk on a small ridge above Cascade Lookout. The snow was about nine feet deep and the temperature was a long way below freezing. A strong cutting wind added to the general misery. We stamped around on our skis to pack down a camp area and then built a windbreak about four feet high with snow blocks. By that time, I couldn't have split a match, but Ole and Tom felled a ten inch diameter tree. (Heavens! And in a park too!) This was chopped into four foot lengths and the pieces laid in a criss-cross pattern on the snow to serve as an insulating foundation for a fire. The boughs were used for the conventional old time bough bed. We slept in everything we owned except our ski boots and shivered all night long.

Next day we skirted Blackwall Peak in a snowstorm and climbed into a bewildering whiteout. Loaded with heavy packs and only our momentum to tell whether we were going up, down or sideways, plus the imminent danger of loosing a companion, this trip invited disaster. We climbed, slid and piled up for several hours and then wrote off the Three Brothers area for any part of early skiing development.

Clattering down the steep mountain side to the lodge site of today, Tom, a world class skier, executed a complex manoeuvre, which left him hanging upside down in the lower limbs of a spruce tree. Untangling him and his pack

brought me exceedingly great joy for it helped counter balance some of the hundred missteps I had made. We found the skiing potential within a mile of the proposed lodge was quite low. North slopes were steep and heavily timbered. South slopes warmed too quickly and cutting ski runs would have created eye-sores all too visible from the potential high use area.

Our dreams of long down-hill runs toward Hope were wrecked by heavy snow through which we literally plowed our way. I still regard that ten day trip as uphill every foot of the way. We risked near total disaster by crossing streams and ravines by way of fallen trees with a treacherous icing of snow. Skagit Bluffs, a scenic delight, was skirted on a pioneer road bed only a few feet wide. Someplace in the lower valley, two days later, we climbed on a logging truck and, as skinny and tough as coyotes after a hard winter, made it to Hope in the ten days estimated.

I can think of two events of some importance in 1946. First, with the popularity of the park system growing, our annual budget had reached the amazing sum of $29,000. And on a fine early summer day I drove into the park with an eager, ruddy-faced Irishman called Bob Boyd. Bob, an employee of the Forest Service had let it be known that he was determined to work in Provincial Parks.

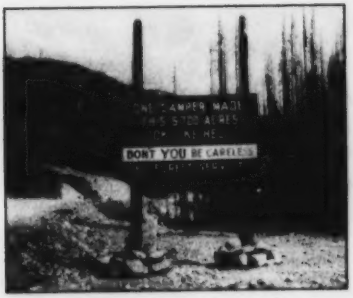
There wasn't a person there to greet him. The only building was a small box-like structure by the roadside. This, an ice house, was the only remnant of a small Japanese work camp. I said to Bob, "Your choice, the ice-house or you can put up a tent". He preferred a tent, so I staked out a small square close to a trickling spring. A humble beginning to be sure but Bob stacked up his small supply of food and fire fighting tools and settled in.

About a week later, Mick and I came back with plans to hike with Bob to key areas in the park and acquaint him with our proposals for development. We took off with the idea of first climbing to Mt. Frosty. By evening and despite having no trail to follow, we were camped in high meadows just below the peak. The weather was excellent and we keenly anticipated the next day's climb and our first view of the mountainous country beyond.

About 4:00 a.m., we were awakened by lightning flashes and rolls of thunder. The storm swept by with stabs of lightning fearsomely close. And in the first light of dawn we saw a fire start on Hanson Hill, our name for the mountain knob behind Coldspring campsite. Another started high on the slopes of Three Brothers. Bob was greatly alarmed. He hadn't been in the park a week and now he could see two blazing forest fires. We quickly broke camp and billy-goated straight down the mountain risking life and limb to come out on the shore of Lightning Lake.

Grabbing a few fire tools, we almost ran up Hanson Hill. The fire was burning fiercely but we did manage to confine it after several hours of strenuous work. But there was still one on Three Brothers, although we couldn't see it now. Bob, at the point of exhaustion, took our truck and drove back to Towers Ranch to start the few people there into the fire area. But, fanned by a strong west wind, that fire went roaring across the high forested slopes. It burned out of control for several days. The scars of both fires are evident today.

The summer of 1945 had already taken a tremendous toll when a huge uncontrollable fire lay waste to mountain slopes westward of Allison Pass. It was not until 1949 when the Hope-Princeton Highway was completed - or made passable - that the burned over area was revealed. It was such a frightful, desolate sight that we felt compelled to put up a large roadside sign. The caption read **"ONE CAMPER MADE THIS 5700 ACRES LOOK LIKE HELL! DON'T YOU BE CARELESS."** But the Department of Public Works objected. 'Hell' was a pretty strong word to display to public gaze in those days.



These were pretty strong words to use in those days.

Our next try was a huge cigarette hanging from "The Manning Park Gallows". This was a car-stopper for sure! It was photographed and displayed in magazines near and far. I don't think there has ever been a forest fire sign with more impact than that one!

The Manning Park Gallows.

Eventually the many thousands of black snags were felled and the slopes reforested, thanks to the interest and cooperation of Harold McWilliams, in charge of reforestation for the Forest Service.

To complete the story of early explorations, dependable Ole,

Art Weston, a skier from Mt. Seymour, and myself made a winter trip to Manning in February of 1949. We skied in from the Hope entrance on the road grade that would be completed for travel the coming summer. It was a long wearisome trudge up those unending mountains. We made an overnight camp in a small box of a first-aid hut at Allison Pass and went on to the luxury of real park buildings at Pinewoods. Once more we climbed to the Three Brothers area. We tried a new valley route too and concluded that today's Strawberry Flats region had winter potential if road access could be provided.

Memories of those early days flood back. . . Joe Hilton and I back-packing a heavy awkward stove to the top of Windy Joe Mountain, Joe manning a tent lookout on hazardous fire days, the after dinner trips ten miles down the road to dig up young aspen and cotton wood and transplant them in the Pinewoods area. Today they bring a welcome touch of colour to the sombre green of the pines.

I remember Davey Davidson asking permission to bring two youngsters from the coast who he thought needed a start in life. My comment was that we were doing men's work here and unless they could 'cut the mustard' they would soon be gone. And so Jimmy and Tommy Moore came to Manning and despite their tender years, they did 'cut the mustard' and kept going and going. Jimmy drove the first big truck the Parks Branch owned and went on to become District Superintendant for the busy Okanagan District. Tom became Regional Director for the Prince George Region and on to Regional Director of the Southern Interior.

Another first was getting the concept of a Nature House put to the test in Manning Park. The success demonstrated here helped to initiate other nature houses in parks around the province.

We had very successful Youth Crews for several summers. For the first season, Bob found a delightful silver-haired lady, Mrs. Monkman. She was, to my knowledge, the first female cook to be employed on a government field project. This received some strong criticism from above. Mrs. Monkman was not only a superb cook, but she sent everyone of those teenagers home a perfect gentlemen.

Parks personnel today with an annual budget of $30 million plus can't possibly imagine the pittance we operated on nor the steady opposition to everything "parks" from above. Our annual budget for several years was only $10,000 and that included wages for five Park Attendants on Vancouver Island. I remember a great argument trying to get a case of toilet paper for the popular Vancouver Island parks. "Let them use ferns" was the reply. I eventually got half a case.

But eventually the pioneers, as they might be called, were aided and abetted by engineers, architects, biologists, planners, accountants and many tradesmen to prepare for the year-round influx of visitors testifying to the park's easy access and high inherent qualities.

Ole Johansen and Art Weston rounding Skagit Bluffs, February, 1949.

Some Early Finds and Follies

by Yorke Edwards

It was over four decades ago. There I was, a poor student, with a job for the summer doing a biological survey in Manning Park. In flatlands Ontario I had grown up thinking that Heaven was in the mountains of the wild west. Thanks to Cy Oldham and Ches Lyons, I worked in Heaven for five months doing exactly what I would have done as an unpaid summer visitor. I hiked the forest trails and open alplands and wrote notes on what I saw. When the trails ran out I bushwhacked through. And I met no one off the road all summer.

Only parts of the Hope-Princeton Highway were driveable then. Some parts were just being surveyed but after a bit of campaigning I was issued the oldest car in the Forest Service, an ancient Pontiac rumoured to have once been reserved for the Chief Forester. This extended my range somewhat down the east slope of the park. But mostly I was afoot, leaving the Ranger Station early and arriving back in the early evening. At least once a week I climbed the steep rise behind the Ranger Station to Blackwall Peak and then on rubber knees headed for the top of Three Brothers hoping to see more of the ptarmigan and rosy finches. If things like deer, pygmy owls, Hudsonian chickadees, hoary marmots, or new kinds of plants got in the way, on those days I didn't see much of Three Brothers close up.

Another frequent high country trip was a loop; up Windy Joe, along the ridge to the top of Frosty Mountain, then on to look down at Lightning Lakes. Going into that valley was easy on the legs but hard on the arms and hands as I swung down the steep drop grabbing branches and small trees, trying to make split second tree identifications so I wouldn't grab the sharp needles of spruce trees. In thick growth you just leaned forward and trusted the trees to be there to save you. There were no trails then, of course.

Most days saw shorter trips, the kind where miles are not the objective, but really looking at things is. Memorable moments included being attacked by a mother Franklin's grouse; seeing my first lynx; showing Joe Hilton his first mountain beaver; feeling my way through heavy cloud from Three Brothers to Blackwall but missing the trail down to camp; and finding the victims stuck in the oil...

About that oil, there was a lot of construction equipment around, and for some reason an oil truck that kept down the construction dust sprayed a heavy layer of oil on a park road, now the one to Lightning Lakes and Strawberry Flats. I had been trapping small mammals, the hairy critters of mountain beaver size or smaller, and was pretty sure I had the full picture of what scurried about in the forest and clearings during the night. In the first night that new oil mired and killed 14 little furry guys. Seven were a kind of mouse I had not found there, and two other kinds I had not yet found in the park at all. Later I wrote this up for a scientific journal specializing in mammals, and that oiled road turned out to be about the widest known discovery of my summer. At a conference several years later in a foreign city a stranger came up to me saying, "Hey, are you Oiled Road Edwards?"

Two years later, lucky again, I joined head office staff of Parks Branch as the biologist. For a while most of my time went to other parks, but I gave some time to studying deer on trips through Manning Park. The west slope of the park has blacktailed deer, the east slope has mule deer which are bigger and have whiter tails. Many deer in the park look like a mix of the two, and this is easiest to see in their tail patterns. Mule deer have white tails with black tips, blacktails have them black, but many in Manning Park have tails mostly white with a black tip but with also a line of black, often thin, joining the black tip to the brown body. Next time you are in the park be different and join us deer tail watchers. The fun comes when a tourist stops with the usual questions. Understandably, not everyone understands deer tail addicts.

Than came 1957. While talking Cy Oldham into trying park interpretation in B.C. Parks, he cornered me into being the one to try it. He gave me a summer student, $100, and said "go to it". I chose Manning Park, and Park Ranger Bob Boyd looked unhappy in a puzzled way, but he went along with the joke and without him we would have sunk the project. We dragged a discarded tent floor complete with wobbly tent frame to near the Pinewoods parking area. In a distant town someone found a dirty and well mildewed Forest Service tent to go over the frame and we hung "Nature House" over the door. Inside we had exhibits of rocks and flowers, bird pictures and beaver workings, maps and tree foliage and more. Our display furniture all came from

the local garbage dump where we dug with the bears for wooden boxes and, our prize find, a well holed washtub which we repaired to hold a patch of life from a beaver swamp.

That name "Nature House" made Cy choke when I suggested it, but he gave in "for a while" and it soon stuck. Now it seems half the municipalities in the province have one or more nature houses. But on the first day that first Nature House opened I thought Cy might have it right. Development at Pinewoods was pretty lean then, so there was no public washroom. One of our first visitors was a breathless woman dragging a distressed child needing a toilet. Nature houses attracted nature's calls? I pointed into the trees but by then she was running back into civilization. Cities do complicate people.

Now the interpretation in Manning Park is different. The Nature House at Pinewoods, after many years of service revealing the unexpected details of the park, is not a nature house any more. But then, in a way it still is, for there is nothing more biological than beer, and I hear that "my" beautiful House, with the low eaves and the simple interior that I specified, is now a pub. As a lover of beer I can't really complain. And alcohol is the work of nature's yeasty workers turning sugar water into grog. Nature still reigns in the House.

I haven't seen much of Manning Park since '67. Perhaps it is time to go back and see if the ptarmigan are still there, and to contemplate nature in the building with low eaves.

After 50 years, Manning Park is a lot tamer than it used to be, but nature is still what makes the place worthwhile, and those who appreciate nature still get the most out of it.

View from Three Brothers Mountain.

High Times

by Gail Ross

Few staff who worked at Manning Park can look back at the time they spent there without feeling that it played a significant role in their lives. For some it was their first summer job or their first time away from home; for many it was the first time they lived in a working community. Most made friendships that will last a life time; and for some it was the best time of their lives.

Manning Park was a community - a community of individuals who came together in a common purpose and believed in what they were doing. Whether they served the public or staff, protected resources or visitors, repaired or built facilities, or helped visitors enjoy the park - they were all there because they wanted do work in a provincial park - and Manning Park in particular.

And because the towns of Hope and Princeton were an hour's drive away, the majority of the staff lived in the park. This created a very close community where staff worked, lived and socialized together.

The handful of staff who started at Manning Park in the late 1940s evolved to 28 permanent and 30 seasonal employees by the early 1980s. Campground attendants, park rangers, trail crews, park interpreters and office staff and supervisors formed part of the staff mosaic.

Vance Turner, Joe Hilton, Davey Davidson, Bob Boyd.

However, because of the complexity of the operation, specialists were

required to maintain and operate the six generators and 31 vehicles (including graders and dump trucks, garbage trucks, an ambulance and fire engine), the municipal water system and sewage treatment plant, and the 108 park buildings. Additional staff serviced the restaurant and staff cook house, the motel and the Gibson Pass ski area.

In addition to their regular jobs, some staff provided fire protection services to the Highways camp at Allison Pass, the residential community of Eastgate, the 108 buildings within the park, and for fires in the campgrounds or along the highway.

Trained staff also provided ambulance services for 77 km of the Hope-Princeton Highway, as well as search and rescue. Two staff involved in a daring rescue of a vehicle containing a husband and wife from the flooded Similkameen River in 1982 were awarded the Governor General's Medal of Bravery.

However, Manning Park did not become the flagship of BC Parks overnight. Following the 1941 establishment of the park, Ches Lyons and D.M. Trew conducted extensive reconnaissance work and wrote a preliminary recreation plan. Bob Boyd was appointed as the first Forest Ranger in Manning Park in 1946. He spent the next three years with a crew of two others constructing trails and doing general reconnaissance. Over the years, Bob assisted with many park improvements, such as lobbying to change the Park Act to prohibit prospecting and staking in parks, and enhancing and establishing Lightning Lakes as a destination area. He was often called "The Laird of Manning Park" in recognition of the vital role he played in the development of the park. He retired in 1963 after seventeen years of continuous service in Manning Park.

1950 saw the opening of Pinewoods Restaurant and the chalets. In 1951 the roadside campsites at Skagit, Memaloose, Cambie and Mule Deer were developed, and work was done on the Castle Creek and Monument 83 Trails.

By the following year, efforts had turned to expanding the trail and road system and installing a rope tow behind the park headquarters on Sugar Loaf Hill.

In 1955 Pinewoods Lodge and Restaurant remained open all year to meet the growing demand for winter recreation activities. Horse drawn sleigh rides, toboggan hills, outdoor ice skating, and downhill skiing made the park a popular winter destination for Lower Mainland residents. During the summer, the 43 unit Coldspring Campground was constructed.

The following summer, four youth crews were employed to continue their work on trails and to plant the 300 acres of "The Burn". Over 48,000 seedlings were planted in a two year period.

In 1957 the first naturalist program for BC Parks began in an old mildewed tent in the Pinewoods parking lot. This first Nature House with its simple displays was visited by 13,000 in the first two months of operation! The growing popularity of the naturalist program led to the construction of several short nature trails and an amphitheatre over the next few years.

With the increasing popularity of skiing, a new ski area was relocated higher up the Blackwall road in 1959. The new poma lift, with its longer ski run, helped skiing become a major recreational activity in the park.

The success of the new ski area prompted consideration for the park to host the 1968 Winter Olympics. The Olympic proposal included parking lots, Olympic village, skating rinks and speed courses at Strawberry Flats; downhill events at Mt. Frosty; and slaloms and jumps at Gibson Pass. Although the proposal was soon shelved, a decision was made to relocate the ski area and road construction to the Pass began in 1964. By 1965 a double rope tow was installed in the newly cleared area and a year later the Poma Lift was moved from the old ski hill and installed above the twin tow. In 1967, operational problems with the Poma Lift resulted in it being replaced by the Blue Chairlift. During the next three years continued improvements at Gibson Pass saw the establishment of the present beginner's hill, the T-Bar, and the Orange Chairlift.

On November 11, 1970 fire destroyed the motel unit. By June 1972, the existing lodge was officially opened by Premier W.A.C. Bennett.

My first exposure to Manning Park was at Pinewoods in winter. As kids we built snow forts, went sleighing and tobogganning, learned how to ski - and fell in love with snow and winter.

My next visit came many years later when I visited the Blackwall area on a field trip. We drove up into the mountains to learn about ecology and alpine adaptations - and I discovered the lure of the high country.

Most staff have their own stories of the park's magic. Some special spots might include the colourful sub-alpine meadows at Blackwall, the Cascade Mountains from the lookout, the golden larches on Mt. Frosty, the showy June flowers at Rhododendron Flats, the stately coastal forest at Sumallo Grove, the tranquility of Strawberry Flats in winter . . . For others, Manning Park taught them how to find beauty at a smaller scale - the hues of green in a morning reflection, the call of the wind in the lodgepole pines, the smell of the forest after the rain, or the staring eyes of a mule deer.

Later, as the park's first year-round interpreter, one of my greatest pleasures was sharing the wonder of nature – whether it was expressed through the delight of a young child watching the antics of a colony of ground squirrels, or the awe of adults as they viewed the world around them.

On July 7, 1983, the B.C. Government implemented private sector contracting in Manning Park. Once again the lodge is operated through a permit. Today the staff no longer reside in the park. However, they continue to manage every facet of the park's operation.

Since Bob Boyd came to Manning Park as the first Forest Ranger, hundreds of others have also contributed to the well-being of Manning Park. It is probably fair to say that Manning Park has also contributed to the well-being of BC Parks, as many of today's staff have done some "quality time" at Manning Park. As the largest park operation in the province, it served as the training ground for many a rookie and the polishing ground for many an old timer. Many Parks staff today still have a very soft spot in their heart for Manning Park and will always cherish the time spent together in this special place.